

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 14, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: July 20, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

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|----|--|--|-----------------------|
| 1. | E.T. Mackenzie Company
4248 West Saginaw Hwy.
Grand Ledge, MI 48837 | Concrete Pavement
Replacement | \$3,418,019.39 |
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Approval is requested to authorize the City of Lansing to award a subcontract for concrete pavement replacement on the southbound US-127 Service Drive (Howard St.) between Michigan Avenue and Saginaw Highway, city of Lansing. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for concrete pavement replacement on the southbound US-127 Service Drive (Howard St.) between Michigan Ave. and Saginaw Highway, city of Lansing.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48837.

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| 2. | Rieth-Riley Construction, Inc.
P. O. Box 239
4435 M-37 S
Grawn, MI 49637 | Cold Milling, HMA
Surfacing and HMA Paving | \$39,382.03 |
|----|---|---|--------------------|

Approval is requested to authorize the Wexford County Road Commission to award a subcontract for maintenance paving at the intersection of M-55 and M-37. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for pavement overlay of the existing paved surface on M-55 and M-37 in Wexford County.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49307.

3. **Rieth-Riley Construction, Inc.** **Milling and Asphalt** **\$29,686.00**
5565 West First **Overlay**
Ludington, MI 49431

Approval is requested to authorize the City of Manistee to award a subcontract for maintenance paving for the US-31 detour route in conjunction with a bascule bridge project JN 59518A. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The contract will provide for pavement overlay of the existing paved surface on Memorial Drive east of US-31 in the city of Manistee.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce winter maintenance costs.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49431.

4. **Saginaw Asphalt Paving Co.** **Asphalt Resurfacing** **\$254,260.75**
3200 Carrollton Road
Carrollton, MI 48724

Approval is requested to authorize the Sanilac County Road Commission to award a subcontract for four miles of asphalt resurfacing on M-19 in Sanilac County between Fisher Road and Burnsline Road. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for asphalt/bituminous resurfacing of the existing paved surface on M-19 in Sanilac County.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48724.

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| 5. | Reith-Riley
4150 S. Creyts Road
Lansing, Michigan 48917 | Cold Milling, HMA,
and Resurfacing | \$30,864.70 |
|----|--|---|--------------------|

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for the performance of cold milling, hot mix asphalt (HMA), and resurfacing work at the Park-n-Ride Lot located on the I-96 business spur, Portland, Ionia County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for the performance of cold milling, HMA, and resurfacing work at the Park-n-Ride Lot located on the I-96 business spur, Portland, Ionia County.

Benefit: The contract will provide for safer highways for motorists. It will also help to reduce winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in this area are deteriorating. If the duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48917.

CONTRACTS

6. HIGHWAYS (Real Estate) - Resolution "A" (Direct Sale to Governmental Agency)
Tract 804, Control Section 82194, Parcel 4017, Part C, Parcel 4018, Part B, Parcel 4019, Part C

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 4,041 square feet. The appraisal was completed by Michael Ellis of Value Trends, Inc., on December 10, 2003, for the amount of \$81,830. The appraisal was reviewed by Douglas Bixby, Property Analyst, Acquisition Appraisal Support Unit, Project Delivery Section, Real Estate Support Area, on December 29, 2003, for the amount of \$81,830. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on June 1, 2004, for the amount of \$81,830. The United States of America General Services Administration has submitted an "Application to Purchase and Agreement of Sale." This property has been declared excess by the Bureau of Highways – Development.

\$81,830

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.
Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.
Funding Source: The sale of excess property rights is revenue-producing.
Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.
Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.
Cost Reduction: The state does not accept less than fair market value or the standard processing fee.
New Project Identification: N/A.
Zip Code: 48226.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0002/A3) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z17), for which extra time is needed to allow for the authorization to be aligned with new letting dates. (See following item.) The original contract provides for construction engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be November 8, 1999, through November 8, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design engineering completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49606.

8. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z17/R3) under Contract (2000-0002) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year. The current expiration date of this authorization is not in alignment with the new letting date established by MDOT. The original authorization (Z17) provides for the design of I-96, from Warren to I-75 which includes reconstruction, ramp upgrade, and drainage work in the city of Detroit, Wayne County (CS 82124 - JN 48608C). The revised authorization term will be September 4, 2001, through November 8, 2005. The authorization amount remains unchanged at \$939,587.08. The revised contract term (see previous item) will be November 8, 1999, through November 8, 2005. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% Local Act 51 Funds.

Purpose/Business Case: This revision will extend the authorization term by one year. The current expiration date of this authorization is not in alignment with the new letting date established by MDOT. The original authorization (Z17) provides for the design of I-96, from Warren to I-75 which includes reconstruction, ramp upgrade, and drainage work in the city of Detroit, Wayne County (CS 82124 - JN 48608C).

Benefit: To improve the pavement ride, condition, and safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% Local Act 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization is not in alignment with new letting dates. Failure to extend the expiration date will necessitate that the consultant stop assembling the final project deliverables prior to the task completion. If this occurs, the consultant would be unable to provide MDOT with final deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for reconstruction of an existing road.

Zip Code: 48204.

9. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2000-0973/A3) between MDOT and CH2M Hill Michigan, Inc., will extend the contract term by one year; will add services for the facilitation of twelve additional sessions between MDOT, the FHWA, and local units of government to reach consensus on the selection of an additional alternative at the intersection of I-94 and US-127/M-50; will add services for the preparation of a hydraulic analysis for the structure carrying I-94 over the Grand River (R01 of 38101), the preparation of additional illustrative alternatives, and the preparation of all additional practical alternatives developed during the discussions, including cost estimates, operational analyses, and construction phase analyses; and will increase the contract amount by \$258,335.92. The original contract provides for the early preliminary engineering of I-94 from M-60 to Sargent Road, Jackson County (CS 38101 - JN 53495). The revised contract term will be November 17, 2000, through December 31, 2005. The revised total contract amount will be \$4,331,935.10. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the additional funds is to facilitate sessions between MDOT, FHWA, and local units of government to reach a consensus on one additional alternative for the I-94/US-127/M-50 interchange.

Benefit: MDOT and local units of government have been unable to come to a consensus on the selection of alternatives at this interchange. Without this consensus, FHWA will not approve the final environmental impact statement for the I-94 Jackson Freeway Modernization Study.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT has publicly made the commitment to add an alternative to the study. Without moving forward with this commitment, MDOT runs the risk of not getting environmental clearance for this study. Without environmental clearance, MDOT cannot move forward with reconstruction improvements along the I-94 corridor in Jackson.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49202.

10. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z8/R4) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for additional construction engineering services and increase the authorization amount by \$35,187.75. The original authorization (Z8) provides for cold milling and resurfacing, concrete pavement repairs, guardrail upgrading, storm sewer repair, watermain replacement, pavement markings, and signing on M-29 from Baker Road to County Line Road, Chesterfield Township, city of New Baltimore, Macomb County (CS 50072 - JN 52801A). The term of the authorization remains unchanged, March 31, 2003, through June 7, 2005. The revised authorization amount will be \$487,979.85. The contract term is June 8, 2001, through June 7, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This project has been established to extend the life of M-29 in the city of New Baltimore, Macomb County. There is 2.26 miles of cold-milling and resurfacing on this project. Weather limitations, failed mixtures, and unforeseen deterioration of the trunkline sewer have caused delay of the project. The revision will allow for the consultant to inspect the removal and replacement of 3200 tons of failed Hot Mix Asphalt which was not part of the original contract work. In addition to the inspection, the consultant will now have to attend many meetings due to the added work and provide additional testing services. Also, the contractor has chosen to expedite the project in order to meet the current progress schedule finish date; therefore, premium overtime is necessary for the consultant. MDOT is in the process of recovering the additional costs from the contractor.

Benefit: The benefit will be to ensure a smoother ride for the motorists and eliminate potholes. It also provides a safer ride for drivers.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of federal dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48047.

11. HIGHWAYS - IDS Time Extension

Retroactive Authorization Revision (Z16/R1) under Contract (2001-0422) between MDOT and Wilcox Professional Services, LLC, will retroactively extend the authorization term by one year to provide for reimbursement of the consultant for completion of services that occurred after the authorization expiration date. This authorization expired April 12, 2004. Due to changes in the design schedule, the project was on hold for the anticipated authorization of another project. Both projects resumed in efforts to meet the original scheduled let date of the project, and the contract authorization was not updated to reflect the changes in project schedule. The original authorization (Z16) provided for landscape design for enhancement with decorative lighting on the I-94 median between Beech-Daly and Inkster Road (CS 82022 - JN 75797C). The revised authorization term will be October 13, 2003, through April 13, 2005. The authorization amount remains unchanged at \$142,689.57. The contract term is April 13, 2001, through April 13, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will retroactively extend the authorization term by one year to provide for reimbursement of the consultant for completion of services that occurred after the authorization expiration date. This design is for tree planting and decorative lighting at the I-94 Woodland area between Inkster Road and Beech-Daly Road. This is the second event of the Ghafari Associates concept plan for the I-94 beautification project from I-275 eastbound to downtown Detroit. The work items include supplementing the existing landscape with native tree, shrub, and bulb species. Upward lighting will be introduced to highlight the natural beauty of the area.

Benefit: The project was inspected by the consultant, who had been on site from the start of the field work.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not completing this project is the missed opportunity to aesthetically enhance the I-94 corridor area. MDOT would also risk losing business with a consultant who performed work efficiently and in good faith.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing woodland area that will be enhanced.

Zip Code: 48174.

12. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z23/R1) under Contract (2001-0661) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for additional construction engineering services due to additional watermain work needed in the city of Ferndale and will increase the authorization amount by \$61,443.43. The City requested additional gate valves, check valves, and repair work on the existing watermain. The City of Ferndale is responsible for 100 percent of the construction costs. Additional underground utilities were discovered that decreased production rates and increased the time needed to perform the watermain work. The unusually large amount of rain this spring also decreased production and increased overtime in order to meet the project schedule. The original authorization (Z23) provides for construction engineering services on M-1 (Woodward Avenue) from north of M-102 (8 Mile Road) to the north city limits of Ferndale, Oakland County (CS 63051 - JN 45719A). The authorization term remains unchanged, September 17, 2003, through November 29, 2004. The revised authorization amount will be \$363,856.06. The contract term is November 29, 2001, through November 29, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This increase is due to additional watermain work needed in the city of Ferndale. The City requested additional gate valves, check valves, and repair work of the existing watermain. The City of Ferndale is responsible for 100 percent of the construction costs. Additional underground utilities were discovered which decreased production rates and increased time to perform the watermain work. The unusually large amount of rain this spring also decreased production and increased overtime in order to meet the project schedule.

Benefit: This authorization provides for the inspection and oversight of the construction contract work to ensure that all materials and workmanship are in accordance with MDOT and FHWA specifications and guidelines.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

Zip Code: 48220.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0955/A1) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4) for which extra time is needed to allow for the authorization to be aligned with new letting dates. (See following item.) The original contract provides for construction engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be August 28, 2001, through August 28, 2005. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended to allow for completion.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on projects authorized. Rushing projects through the design engineering completion process, for example, may result in reduced quality and an incomplete product.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49606.

14. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R3) under Contract (2001-0955) between MDOT and HNTB Michigan, Inc., will extend the authorization term by one year. The current expiration date of this authorization is not in alignment with the new letting date established by MDOT. The original authorization (Z4) provides for the design of I-96, from Roosevelt to Warren which includes reconstruction, ramp upgrading, and drainage work in the city of Detroit, Wayne County (CS 82124 - JN 48608C). The revised authorization term will be October 8, 2002, through August 28, 2005. The authorization amount remains unchanged at \$701,581.28. The revised contract term (see previous item) will be August 28, 2001, through August 28, 2005. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% Local Act 51 Funds.

Purpose/Business Case: This revision will extend the authorization term by one year. The current expiration date of this authorization is not in alignment with the new letting date established by MDOT. The original authorization (Z4) provides for the design of I-96, from Roosevelt to Warren which includes reconstruction, ramp upgrading, and drainage work in the city of Detroit, Wayne County (CS 82124 - JN 48608C).

Benefit: To improve the pavement ride, condition, and safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% Local Act 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization is not in alignment with new letting dates. Failure to extend the expiration date would necessitate that the consultant stop assembling the final project deliverables prior to the task completion. If this occurs, the consultant would be unable to provide MDOT with final project deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the reconstruction of an existing roadway.

Zip Code: 48204.

15. HIGHWAYS - Increase Scope and Amount

Amendatory Contract (2002-0523/A3) between MDOT and Global Remediation Technologies, Inc., will increase the services to provide for a change in scope to enhance the remediation system and include a Post-SEAR (surfactant enhanced aquifer remediation) fresh water fold, contingency surfactant injection and extraction, aquifer flushing, and eight months of operation and maintenance and will increase the contract amount by \$299,939.65. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene contaminated soil and groundwater at MDOT's Materials and Technology building in Eaton County. The contract term remains unchanged, August 7, 2002, through September 30, 2007. The revised total contract amount will be \$1,501,241.61. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup Funds).

Purpose/Business Case: This amendment will provide for a change in scope to enhance the remediation system and include a Post-SEAR (surfactant enhanced aquifer remediation) fresh water fold, contingency surfactant injection and extraction, aquifer flushing, and eight months of operation and maintenance and will increase the contract amount by \$299,939.65.

Benefit: This amendment will enhance the remediation system and include a Post-SEAR (surfactant enhanced aquifer remediation) fresh water fold, contingency surfactant injection and extraction, aquifer flushing, and provide for eight months of operation and maintenance.

Funding Source: 100% Michigan Department of Environmental Quality (State Sites Cleanup Funds).

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded, cleanup of the site would not be able to be continued and would cause MDOT to be out of compliance with Michigan Department of Environmental Quality regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an ongoing project.

Zip Code: 48909.

16. HIGHWAYS - University Research Services

Authorization (Z4) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services to determine the causes of corner cracking on bridge decks and identify cures for the cracking. The authorization will be in effect from the date of award through two years. The authorization amount will be \$150,865. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: It has been observed that reinforced concrete (RC) decks of skewed bridge spans exhibit cracking at the corners. Cracking causes concern about the reduced service life of the decks. Since more than 30 percent of the bridges in Michigan are skewed, this problem may be widely spread in the state. Solutions are needed to reduce and ultimately eliminate this cracking to maximize the service life of the decks.

Benefit: The project objective is to determine the cause of corner cracking in skewed bridges, and to develop design and construction procedures to avoid the problem. The proposed research will involve field inspection, analysis, and field testing.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Bridge deck corner cracking will continue to decrease the service life of decks if a solution is not found.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 48202.

17. HIGHWAYS - IDS Design Consultant Services

Authorization (Z15) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for the load rating of approximately 140 existing highway bridges statewide (CS 84900 - JN 800490). The work items include determining the overload classification and modeling each bridge in the latest software (Virtis). The authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$319,920.28. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization (Z15) provides for the load rating of approximately 140 existing highway bridges statewide, as required by federal regulation. The work items include determining the overload classification and modeling each bridge in the latest software (Virtis). In addition, the load rating is needed by the MDOT Real Estate Support Area to issue overload permits. The use of Virtis will facilitate future automated evaluation of overload permits and the placement of proposed deck overlays.

Benefit: This project will be used to assist MDOT in maintaining compliance with federal regulations, and will establish a database of modeled bridges that when completed, will facilitate fast and accurate evaluation of unusual overload permits. It will establish the cost for outsourcing this type of work so that informed decisions can be made about possible future outsourcing.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this project is that it will place MDOT in a position of non-compliance with federal regulations and threaten federal funding. Not doing this work would also cause future overload permit evaluations to be done in a less timely, less efficient, less accurate, and more costly manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new project to be performed on existing structures.

Zip Code: Statewide.

18. HIGHWAYS - University Increase Amount, Revise Scope

Amendatory Contract (2003-0312/A1) between MDOT and Michigan State University will provide for a change in scope and will increase the contract amount by \$28,674. The change in scope is for research analysis on a third segment of highway, US-131 near Manton, which will allow for a study of before and after conditions of a new edge line/shoulder corrugation striping configuration. The original contract provides for research services to evaluate safety and cost benefits of two standard rumble strip placement and painting practices in the Grand Region. The contract term remains unchanged, June 26, 2003, through November 30, 2004. The revised total contract amount will be \$128,372. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The use of painted rumble strips is being studied by Michigan State University under Contract 2003-0312. Additional readings/measurements are being requested. These will be done on a third stretch of US-131 and allow MDOT and MSU an opportunity to evaluate the vehicle positioning, noise production, and effect on the shoulder/pavement joint of a third edge line configuration.

Benefit: Painted rumble strips provide a safety benefit to the driver. The rumble strip is closer to the lane and allows a drowsy or distracted driver more recovery time if they stray. The paint is visible at night in the rain, and is protected from snowplow damage. The additional readings will provide before and after positioning information on a new paint configuration. This configuration was developed based on the preliminary information collected in this study.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The new configuration must be studied to determine if the objective of keeping vehicles, particularly trucks, from driving too near the joint line and rumble strip is accomplished by this particular striping pattern. Vehicles too near the joint can be detrimental to pavement strength, and hitting the rumble strip can cause excess noise. The new pavement marking system should address these concerns.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No.

Zip Code: 48824.

19. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z31/R1) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for additional design services for a streetscape enhancement project in the downtown Mio area and will increase the authorization amount by \$38,510.61. The original authorization (Z31) provides for design plans for a crush and shape, passing relief lane construction and urban improvements on M-33 from Borden Road to M-72 in Mio in Ogemaw and Oscoda County (CS 68011 & 65052 - JN 53300C), for a total cost of \$36,358.18. The term of the authorization remains unchanged, April 20, 2004, through October 8, 2006. The revised authorization amount will be \$74,868.79. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is providing design plans for a crush and shape, passing relief lane construction and urban improvements on M-33 from Borden Road to M-72 in Mio.

Benefit: This additional services contract will allow for the design of a streetscape enhancement in the downtown Mio area. The timely completion of these additional services would lessen the cost of the streetscape project due to its addition to the roadwork.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the consultant is not hired for these additional services, the streetscape project would have to be separated from the road project. This separation may cause the two projects to be constructed in separate years, increasing costs for the streetscape project and increasing inconvenience to the effected businesses and citizens of the Mio area.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new streetscape project.

Zip Code: 48647.

20. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for additional hours for design services during construction on the Capital Loop project and will increase the authorization amount by \$35,785.80. The original authorization (Z2) provides for design services during construction on the Capital Loop from Martin Luther King, Jr. Boulevard to Capital Avenue in the city of Lansing, Ingham County (CS 33014 - JN 45594A) for a total cost of \$25,273.05. The term of the authorization remains unchanged, March 17, 2004, through February 3, 2007. The revised authorization amount will be \$61,058.85. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Capital Consultants prepared the design plans for the reconstruction of the Capitol Loop in the city of Lansing. The reconstruction is progressing and the consultant is under contract to perform construction assistance to MDOT and the contractor. This involves providing answers to questions for unforeseen problems that arise during construction.

Benefit: Having the consultant that designed the project available for questions or to solve problems will be necessary for the construction to be completed on schedule and will also minimize possible delays in construction. Reducing these delays will save MDOT money from possible contractor claims as well as saving motorists travel time.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not having the consultant readily available to answer questions or solve problems that arise could result in the delay of the reconstruction of the Capitol Loop and possibly result in contractor claims. The consultant will only be utilized when problems arise during construction and when they are utilized they will only bill for actual hours.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48933.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z2/R1) under Contract (2004-0214) between MDOT and Wilcox Professional Services, LLC, will provide additional hours for the consultant to complete the inspection, testing, and surveying services for the duration of the construction project and will increase the authorization amount by \$32,953.38. The work items include bituminous construction engineering services for M-115, construction staking, and office work to close the project out ("finaling") from Crocker Creek northwesterly to 45 Road, in Clam Lake, Wexford and Osceola Counties (CS 67051 - JN 50700A). The authorization term remains unchanged, April 21, 2004, through April 20, 2007. The revised authorization amount will be \$130,060.24. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization is for additional services to allow the consultant to complete inspection, testing, and surveying services over the full duration of the construction project, while still allowing MDOT to complete the administration portion of the contract.

Benefit: Approval of this request for additional services would provide continuity/uniformity in the inspection, testing, and surveying services to be completed by the consultant over the entire duration of the construction project on M-115.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this construction inspection and testing services is that MDOT will not have adequate project inspection and testing, resulting in substandard work and a higher maintenance cost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

Zip Code: 49688.

22. HIGHWAYS – IDS Intelligent Transportation System (ITS) Services

Authorization (Z2) under Contract (2004-0313) between MDOT and Kimley-Horn of Michigan, Inc., will provide for a strategic plan for 511 service (traveler information) to determine the feasibility of Michigan implementing a 511 service statewide and developing the best implementation option for the 511 deployment (CS 84900 - JN 72317). This authorization will be in effect from the date of award through June 18, 2007. The authorization amount will be \$118,251.30. The contract term is June 18, 2004, through June 18, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: 511 is a tool-free phone (and possibly web) based system that provides up-to-the-minute information on traffic conditions and incidents, details on public transportation routes and fares, and other transportation-related information. 511 was designated by the Federal Communications Commission (FCC) in July of 2001 as a three digit number for travel information. The purpose of this study is to develop a statewide strategic plan and an implementation plan for Michigan to determine if MDOT and its partners have sufficient information to share with travelers on a 511 system.

Benefit: The strategic plan for 511 will ultimately provide a framework for the future development of 511 and the supporting systems throughout MDOT. This system will ultimately be used to enhance tourism and aid truck traffic by providing visitors and commercial vehicle operators with up-to-date traffic information and can be used to provide additional tourism information.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT applied for and received funding from FHWA that was made available following the FCC ruling that 511 be designated the national number for traveler information. If this study is not performed, MDOT will lose the funds designated for this project. Additionally, the 511 program has the ability to aid in the trade and tourism industries in Michigan by informing motorists of congestion, alternate routes, and aiding in transit choices. 511 is a potentially cost-effective means of reducing congestion on MDOT roadways.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new ITS project.

Zip Code: 48075.

23. *HIGHWAYS - IDS Traffic and Safety Consultant Services

Contract (2004-0347) between MDOT and Keweenaw Technologies, LLC, will provide for reviews of unlocated crashes and will provide correct identification for as many crashes as possible for calendar years 2002 and 2003. The located crash information must be returned to the Michigan Department of State Police (MSP) for merging with its statewide crash database. The contract will be in effect from the date of award through sixty working days. The total contract amount will be \$77,385. This project is funded 100 percent by federal funds given to Michigan as an incentive award for achieving 85 percent seat belt usage. These funds must be used to improve safety on Michigan's roadways. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This contract is for location of 104,575 vehicle crashes from the years 2002 and 2003. These crashes are not currently in the statewide database due to various errors that occurred on the crash reports (Form UD-10) completed by the investigating officers. This work consists of careful examination of the UD-10, the correction of the errors, if possible, and the addition of the located crash data into the database. This work is essential to the accurate assessment of roadway features that may be modified to reduce or eliminate vehicle crashes on the state's roadways.

Benefit: The location of all vehicle crashes is essential to providing safe roadways to the traveling public. It allows engineers to identify roadway features that can be improved to reduce or eliminate crashes. The crash location database reveals which roadway segments or intersections need attention.

Funding Source: 100% Federal Highway Administration Funds. This project is funded 100 percent by federal funds given to Michigan as an incentive award for achieving 85 percent seat belt usage. These funds must be used to improve safety in Michigan's roadways.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: By locating the 104,575 crashes and adding the data to the crash database, MDOT will be able to identify the locations that need improvement.

Cost Reduction: This contract is on a lump sum basis for the work described. The contract was selected on the basis of the lowest of three bids.

New Project Identification: Not a new project.

Zip Code: 49606.

24. *HIGHWAYS - IDS ITS Consultant Services

Contract (2004-0377) between MDOT and Center for Automotive Research (CAR) will provide for professional services for development of strategic planning tools for Intelligent Transportation Systems (ITS) and coordination with the automotive and telecommunications industries to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through June 30, 2006. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

25. HIGHWAYS - IDS ITS Consultant Services

Authorization (Z1) under Contract (2004-0377) between MDOT and Center for Automotive Research will provide for assistance in the development of strategic planning tools for Intelligent Transportation Systems (ITS) statewide (CS 84900 – JN 77024). This authorization will be in effect from the date of award through one year. The authorization amount will be \$213,355. The contract will be in effect from the date of award through June 30, 2006. (See previous item.) Source of Funds: 80% Federal Highway Administration Funds (State Planning and Research Funds) and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This contract will provide for Center for Automotive Research (CAR) to assist in the development of strategic planning tools for Intelligent Transportation Systems (ITS) and to help Michigan maintain its place as a public leader in the area of Vehicle Infrastructure Integration (V.I.I.). In addition, CAR will facilitate the process of building relationships between the MDOT and the major U.S. automakers, the goal being an integrated, efficient transportation system that uses both public and private resources. CAR will assist MDOT on a variety of strategic initiatives, including the following: (1) development of various test beds at selected urban and rural sites; (2) alignment of MDOT network and system concerns with auto industry vehicle design activities for better use of existing transportation facilities; (3) facilitation of public and private safety efforts to dramatically reduce accidents and deaths; and (4) investigation of transportation network security and border crossing strategies.

Benefit: A streamlined, focused approach for coordination of efforts between MDOT and the major automotive companies. This effort will keep the V.I.I. initiatives and test beds in Michigan and help Michigan to maintain its place as the automotive capital and a world leader for automotive/technology innovations.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research Funds) and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing this contract is that the automotive companies may move the V.I.I. initiative to other states. Michigan has a strategic advantage with the auto industry as the Big Three all have headquarters in this state. This gives us a competitive advantage over other states. If Michigan does not act quickly and decisively in partnering with the auto industry, we may not retain our position as a national leader, and the V.I.I. initiative could move elsewhere.

Cost Reduction: Costs are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed services.

New Project Identification: This is a new ITS project.

Zip Code: 48108.

26. *HIGHWAYS – Agreement to Repair Pavement

Contract (2004-0378) between MDOT and Payne & Dolan, Inc., will provide for Payne & Dolan, Inc., to repave certain portions of five projects in the North, Superior, and Bay Regions that had been identified as not performing, or likely perform in the future, in accordance with the specifications for the construction of those projects. MDOT determined that the pavement has deteriorated to such an extent that remedial work must be performed. The contract will be in effect from the date of award through May 15, 2005. Payne & Dolan, Inc., will bear the entire cost of the remedial work, approximately \$1,200,000; there will be no cost to MDOT.

Purpose/Business Case: This contract is for the repavement of certain portions of five projects in the North, Superior, and Bay Regions for resolution of outstanding claims by MDOT. All work will be performed by November 15, 2004. MDOT investigated several projects built by Payne & Dolan and found five of the projects to be deteriorating and below MDOT standards.

Benefit: This contract is an agreement made between MDOT and Payne & Dolan, Inc., for services to bring the pavement in question to within MDOT standards.

Funding Source: All work will be performed at no cost to MDOT.

Commitment Level: This contract is entered into at no cost to MDOT and will bring the pavement to within standards.

Risk Assessment: Not approving this contract would result in portions of the pavement in the projects being substandard, increasing safety risks to the traveling public and maintenance costs.

Cost Reduction: All work will be performed at no cost to MDOT.

New Project Identification: No, this is not a new project.

Zip Code: 49606.

27. HIGHWAYS - Design Consultant Services

Contract (2004-0382) between MDOT and Northwest Consultants, Inc., will provide for design services to repair twenty-four bridges in Monroe County (CS Various - JN Various). The contract will be in effect from the date of award through April 1, 2005. The total contract amount will be \$191,062.51. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Design services to repair twenty-four bridges along I-75 in Erie, La Salle, Berlin, and Monroe Townships, city of Monroe, Monroe County. Work includes overlay, joint repair, rail repair, painting, deck patching, beam repair, and road approach work.

Benefit: The proposed work will extend the useful life of these bridges.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not undertaken, the road will need increased maintenance to keep it functioning.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48161.

28. HIGHWAYS - IDS Engineering Services

Contract (2004-0383) between MDOT and Hardesty & Hanover, LLP, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2004-0384) between MDOT and HH Engineering, Limited, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5131) between MDOT and Shiawassee County will provide for funding participation in the following improvements:

Remonumentation of seventeen government corners located along Highway M-21 from the Clinton/Shiawassee county line easterly to Delaney Road. Corner codes located in Township 7 North, Range 1 East, include E-7, F-7, G-7, H-7, I-7, J-7, K-7, L-7, and M-7, and corner codes located in Township 7 North, Range 2 East, include A-7, B-7, C-7, D-7, E-7, F-7, G-7, and H-7; all are located within the limits of Shiawassee County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$11,050</u>
Total Funds	<u>\$11,050</u>

BI04 76061 - 50572

Local Letting

Purpose/Business Case: To financially assist and invest in adequate survey control needed for future road projects.
Benefit: To provide necessary and accurate survey information for the design and construction of future road projects.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: 100% State; based on established cost per government corner.

Risk Assessment: Unable to establish survey control for future road projects.

Cost Reduction: Costs per government corner are negotiated based on needed service.

New Project Identification: Reestablishment and replacement of survey corners.

Zip Code: 48867.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5138) between MDOT and Clinton County will provide for funding participation in the following improvements:

Remonumentation of twenty government corners located along Highway M-21 from the Clinton/Shiawassee county line westerly to Morton Street. Corner codes located in Township 7 North, Range 1 West, include A-5, B-5, C-5, D-5, E-5, F-5, G-5, H-5, I-5, J-5, and K-5, and corner codes located in Township 7 North, Range 2 West, include E-5, F-5, G-5, H-5, I-5, J-5, K-5, L-5, and M-5; all are located within the limits of Clinton County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$13,000</u>
Total Funds	<u>\$13,000</u>

BI04 19062 - 48072

Local Letting

Purpose/Business Case: To financially assist and invest in adequate survey control needed for future road projects.
Benefit: To provide necessary and accurate survey information for the design and construction of future road projects.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: 100% State; based on established cost per government corner.

Risk Assessment: Unable to establish survey control for future road projects.

Cost Reduction: Costs per government corner are negotiated based on needed service.

New Project Identification: Reestablishment and replacement of survey corners.

Zip Code: 48879.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5143) between MDOT and Shiawassee County will provide for funding participation in the following improvements:

Remonumentation of two government corners located along Highway M-21 between Delaney Road and Chestnut Street near the west city limit of Owosso, Michigan. Corner Codes located in Township 7 North, Range 2 East, include I-7 and J-7; both are located within the limits of Shiawassee County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$1,300</u>
Total Funds	<u>\$1,300</u>

BI04 76061 - 75196
Local Letting

Purpose/Business Case: To financially assist and invest in adequate survey control needed for future road projects.
Benefit: to provide necessary and accurate survey information for the design and construction of future road projects. .
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: 100% State; based on established cost per government corner.
Risk Assessment: Unable to establish survey control for future road projects.
Cost Reduction: Costs per government corner are negotiated based on needed service.
New Project Identification: Reestablishment and replacement of survey corners.
Zip Code: 48867.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5254) between MDOT and the City of Fenton will provide for participation in the following improvements:

PART A

Realignment and reconstruction work along Silver Lake Road from Leroy Street to East Street.

PART B

Lighting, sidewalk, audiovisual taping, and landscaping work along Silver Lake Road from Leroy Street to East Street.

PART C

Installation work for the new at-grade crossing of the tracks of Grand Trunk Western Railroad with Silver Lake Road in the city of Fenton, Michigan.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$444,400	\$ 0	\$202,700	\$647,100
City of Fenton Funds	<u>\$ 98,500</u>	<u>\$148,500</u>	<u>\$ 50,700</u>	<u>\$297,700</u>
Total Funds	<u>\$542,900</u>	<u>\$148,500</u>	<u>\$253,400</u>	<u>\$944,800</u>

STU 25450 – 56185; HPP 25402 – 79161; Genesee County
Letting of 6/4/2004

Purpose/Business Case: To reconstruct the existing roadway and install a new railroad crossing.

Benefit: Will preserve federal-aid highway system.

Funding Source: Federal Flexible 5307 Funds, Federal High Priority Project Funds, and City of Fenton Funds.

Commitment Level: 81.85% Federal and 18.15% City of Fenton for Part A; 100% City of Fenton for Part B; 80% Federal and 20% City of Fenton for Part C; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid for Parts A and B; Grand Trunk Western Railroad is doing the railroad work with its estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing roadway and construct new railroad crossing.

Zip Code: 48430.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2004-5297) between MDOT and the City of Portland will provide for funding participation in the following improvements:

The construction of approximately 10,600 feet of 12" watermain from the interchange of Highway I-96 and Grand River Avenue easterly to the Portland Rest Area and approximately 9,900 feet of 8" sanitary sewer from the intersection of Rowe Avenue and the old C&O Railway grade to the Portland Rest Area, which includes MDOT=s share for construction of a lift station for sanitary sewer.

Estimated Funds:

No funding changes were made to the Project.

IM 34044 - 58727; Ionia County
Amendment

The purpose of this amendment is to extend the expiration date of the agreement. The expiration date needed to be extended due to jurisdictional and intertownship negotiations taking longer than originally anticipated. The total estimated project cost remains the same.

Purpose/Business Case: To extend contract term by eighteen months through May 30, 2005.
Benefit: To provide additional time for the City to complete the project work.
Funding Source: Federal Highway Administration (FHWA) Funds and State Trunkline Road and Bridge Construction Funds.
Commitment Level: 90% FHWA Funds and 10% State Restricted Trunkline Funds.
Risk Assessment: With amendment, the project work can be completed.
Cost Reduction: N/A. Original contract was capped at \$915,000.
New Project Identification: This is not a new project.
Zip Code: 48875.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5309) between MDOT and the Benzie County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Improvement work at Site B-18 of the Betsie River Watershed, Bentley Road over the Little Betsie River, including culvert installation, erosion control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$52,551.00
Benzie County Road Commission Funds	<u>\$41,290.07</u>
Total Funds	<u>\$93,841.07</u>

STE 10900 - 74555
 Local Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).
Benefit: To improve quality of water that results from roadway runoff.
Funding Source: Federal Transportation Enhancement Activities Funds and Benzie County Road Commission Funds.
Commitment Level: 56% federal up to \$52,551 and the balance by the Benzie County Road Commission; based on estimate.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work at a cost determined to be at least six percent less than if it were contracted.
New Project Identification: Replace existing culvert.
Zip Code: 49628.

36. *INTERNATIONAL BRIDGE ADMINISTRATION – Increase Services and Amount, Extend Term
Retroactive Amendatory Contract (2001-0571/A3) between the International Bridge Administration (IBA) and KTA-Tator, Inc., will provide for the consultant to provide additional services for soil sampling and remediation inspection and report preparation, as requested by IBA, following the final phase of the bridge painting project; will increase the contract amount by \$35,000; and will extend the contract term by approximately five months. The original contract expired on January 1, 2004. The original contract provided for construction engineering services, including full inspection of the cleaning and coating of the International Bridge. The revised contract term will be July 3, 2001, through June 1, 2004. The revised total contract amount will be \$307,863.03. Source of Funds: 100% International Bridge Toll Revenue Funds.

This contract is retroactive because the IBA deemed the additional services needed immediately upon completion of the final painting and coating phase services but failed to notify the contract administrator of the need to amend the contract for the additional services, costs, and time in a timely manner. In order to avoid this situation in the future, IBA will more closely monitor future contract costs and time limits and will request prior authorization and approval for future increases to contract limits.

Purpose/Business Case: To provide environmental health and safety observation and testing services (services included in the original agreement) and to ensure proper remediation of the environmental in order to resolve health and safety issues that have developed due to the painting contractor's poor lead-based paint blast waste collection and handling procedures, which caused elevated lead levels in soils within the project limits.

Benefit: Will ensure that the project area is restored to safe and acceptable solid lead levels.

Funding Source: 100% International Bridge Toll Revenue Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform the work is estimated.

Risk Assessment: If the additional services are not included to ensure proper remediation of the soil, the public health and environmental quality could be damaged.

Cost Reduction: The additional costs for the services are minimized due to the fact that the consultant has staff mobilized on the job and is familiar with the project, the environmental issues, and the various federal and other stakeholder agencies involved.

New Project Identification: This is not a new project.

Zip Code: 49783.

37. MULTI-MODAL - Property Management

Retroactive Authorization (Z51) issued under Contract (85-1170) between MDOT and the Tuscola & Saginaw Bay Railway Company, Inc. (TSBY), will provide funding for the repair of an existing retaining wall, the construction of additional retaining walls, and the placement of ballast between MP 357.05 and MP 357.6 to address an erosion problem that threatens the integrity of the track and the safety of rail operations. This property management contract provides a mechanism for TSBY to perform necessary improvements to state-owned railway property, either directly or through a third party. The authorization will be in effect from June 21, 2004, until the work is completed. The total authorization amount will be \$35,000. Source of Funds: 100% FY 2004 State Restricted Comprehensive Transportation Funds.

The authorization is retroactive as the erosion is threatening the integrity of the track. In order to prevent further erosion, retaining walls needed to be installed and ballast ordered to complete the work. Without an immediate commitment to purchase and ship the ballast, the project would have been delayed an additional six weeks at a minimum.

Purpose/Business Case: To provide funding for repairs to an existing retaining wall, construction of additional retaining walls, and placement of ballast between MP 357.05 and MP 357.6 to address an erosion problem on the rail line.

Benefit: Will keep the track in service and maintain safe rail operations.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$35,000.

Commitment Level: Costs are based on an estimate submitted by TSBY, not to exceed \$35,000.

Risk Assessment: If the project is not undertaken, the risk is a derailment with the possible loss of life and property.

Cost Reduction: TSBY will be compensated based on actual costs incurred per Property Management Agreement 85-1170.

New Project Identification: Part of continuous property maintenance.

Zip Code: 49633.

38. MULTI-MODAL - Time Extension

Amendatory Contract (98-0788/A6) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the contract term by one year to allow ITP time to complete the project. Construction of the pull-out lane/transfer location has been delayed due to completion of the adjacent justice center complex. Construction is underway and scheduled for 2004 completion, but all billable activities may not be completed by the September 21, 2004, expiration date. The original contract provides for state matching funds to ITP's FY 1998 Federal Section 5309 Capital Discretionary Program funds. The revised contract term will be September 22, 1998, through September 21, 2005. The total contract amount remains unchanged at \$150,000. Source of Funds: Federal Transit Administration Funds - \$120,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,000.

Purpose/Business Case: To extend the contract term by one year to allow ITP to complete the project. The construction has been delayed by the adjacent construction of a justice center complex. The construction is underway and scheduled for 2004 completion, but all activities billable to this contract may not be completed by September 21, 2004.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$120,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$30,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this amendment are that federal funds will be lost and the needed facility work will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49503.

39. MULTI-MODAL - Time Extension

Amendatory Contract (99-0438/A3) between MDOT and the Schoolcraft County Board of Commissioners will extend the contract term by one year to allow sufficient time for the agency to complete construction of a new transit facility. Additional time is needed because numerous attempts to secure vacant property for a new facility or to purchase an existing facility to replace the current facility have failed. The agency recently received County Board approval to purchase land suitable for the construction of a new facility. Requests for proposals for architectural and engineering services are ready for distribution. As construction cannot take place during the winter months, this amendment will allow for construction to be completed during the spring and summer of 2005. The original contract provides state matching funds to Schoolcraft County's FY 1999 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised contract term will be September 13, 1999, through September 12, 2005. The total contract amount remains unchanged at \$25,000. Source of Funds: Federal Transit Administration Funds - \$20,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$5,000.

Purpose/Business Case: To provide for a one-year extension for the construction of a new transit facility.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$20,000; FY 1999 State Restricted Comprehensive Transportation Funds - \$5,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving the amendment are that federal funds will be lost and a new transit facility will not be constructed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This extension is for the construction of a new transit facility.

Zip Code: 49854.

40. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0420/A2) between MDOT and the Schoolcraft County Board of Commissioners will extend the contract term by one year to allow sufficient time for the agency to complete construction of a new transit facility. Additional time is needed because numerous attempts to secure vacant property for a new facility or to purchase an existing facility to replace the current facility have failed. The agency recently received County Board approval to purchase land suitable for the construction of a new facility. Requests for proposals for architectural and engineering services are ready for distribution. As construction cannot take place during the winter months, this amendment will allow for construction to be completed during the spring and summer of 2005. The original contract provides state matching funds to Schoolcraft County's FY 2000 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised contract term will be August 11, 2000, through August 10, 2005. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: To provide for a one-year extension for the construction of a new transit facility.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2000 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not approving the amendment are that federal funds will be lost and a new transit facility will not be constructed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This extension is for the construction of a new transit facility.

Zip Code: 49854.

41. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0867/A2) between MDOT and the Beaver Island Transportation Authority will extend the contract term by approximately four months to allow sufficient time for the agency to complete the coordination study currently in process. Project bidding for the study was delayed due to local concerns that needed to be resolved for a meaningful study to be developed. The original contract provides 100 percent state funding from the Service Development and New Technology Program for a coordination study to examine the current ferry system and the island's current and future needs and to make service recommendations. The revised contract term will be August 22, 2001, through December 31, 2004. The total contract amount remains unchanged at \$40,000. Source of Funds: 100% FY 2001 State Restricted Comprehensive Transportation Funds.

Purpose/Business Case: To provide for a time extension of approximately four months for the completion of the coordination study.

Benefit: Will increase public safety through improved transportation services.

Funding Source: FY 2001 State Restricted Comprehensive Transportation Funds - \$40,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not providing a time extension is that an incomplete study may result, which will not benefit the agency or the state.

Cost Reduction: The project was competitively bid.

New Project Identification: Provides for a time extension to an existing contract.

Zip Code: 49782.

42.-66. MULTI-MODAL - Section 5309 Capital

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for capital items under the FY 2004 Federal Transit Administration (FTA) Section 5309 Capital Discretionary Program grant for public transportation services. The projects are funded at 80 percent federal and 20 percent state match. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,006,321. The term of the master agreement for St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,605,057; FY 2002 and 2004 State Restricted Comprehensive Transportation Funds - \$401,264.

Master Agreement/ <u>Authorization</u>		<u>Agency</u>	<u>Description</u>	<u>Total</u>
42.	2002-0003\Z10	Allegan County Brd. of Comm.	(1) Bus w/Lift	\$ 49,112
43.	2002-0006\Z15	ALTRAN Transit Authority (Alger County)	(1) Bus w/Lift	\$ 58,000
44.	2002-0008\Z8	Antrim County Brd. of Comm.	(1) Bus w/Lift	\$ 58,000
45.	2002-0014\Z21	Bay Metropolitan Transp. Authority (Arenac County)	Facility Renovation (Paving)	\$ 25,000
46.	2002-0016\Z5	Belding, City of	(1) Bus w/Lift	\$ 49,112
47.	2002-0018\Z10	Berrien County Brd. of Comm.	(1) Bus w/Lift (2) Vans	\$122,782
48.	2002-0023\Z9	Cadillac/Wexford Transit Authority	(1) Bus w/Lift Facility Construction	\$ 92,086
49.	2002-0029\Z9	Clare County Brd. of Comm.	(2) Buses w/Lifts Child Restraint Seats	\$122,782
50.	2002-0031\Z10	Delta Area Transit Authority	(1) Service Vehicle	\$ 35,000
51.	2002-0035\Z13	Eastern UP Transportation Authority	(1) Bus w/Lift (1) Van	\$ 83,500
52.	2002-0039\Z6	Gogebic County Transit	Roof Replacement	\$ 31,500
53.	2002-0040\Z8	Grand Haven, City of	(2) Buses w/Lifts	\$245,565
54.	2002-0046\Z9	Houghton, City of	(1) Bus w/Lift	\$ 58,000
55.	2002-0060\Z11	Livingston County Brd. of Comm.	(1) Bus w/Lift (1) Van	\$110,504
56.	2002-0063\Z5	Manistee County Brd. of Comm.	Service Truck Facility Renovation	\$ 36,835
57.	2002-0067\Z12	Mecosta County Brd. of Comm.	(3) Buses w/Lifts	\$245,565
58.	2002-0069\Z10	Midland County Brd. of Comm.	(2) Buses w/Lifts	\$ 92,086
59.	2002-0076\Z7	Ogemaw County Brd. of Comm.	(1) Bus w/Lift	\$ 58,000
60.	2002-0077\Z6	Ontonagon County Brd. of Comm.	(1) Bus w/Lift	\$ 58,000
61.	2002-0079\Z11	Otsego County Board of Comm.	Facility Purchase	\$ 62,412

62.	2002-0083\Z7	Sanilac County Board of Comm.	Facility Construction	\$122,782
63.	2002-0085\Z8	Schoolcraft County Board of Comm.	(1) Bus w/Lift	\$ 48,500
64.	2002-0086\Z13	Shiawassee Area Transp. Agency	(1) Bus w/Lift	\$ 49,112
65.	2002-0095\Z6	Clinton Area Transit System	Computer Equip. and Software	\$ 49,112
66.	2002-0693\Z7	St. Joseph County Transp. Authority	Up to (1) Bus w/Lift	\$ 42,974

Purpose/Business Case: To provide for funding for capital items under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,605,057; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$401,264.

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not awarding these authorizations is that federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of transit equipment and buses and facility improvements and construction.

Zip Code: 48909.

67. MULTI-MODAL - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2002-0090) between MDOT and the Twin Cities Area Transportation Authority will provide state matching funds for the authority's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of replacement buses and miscellaneous support equipment. The authorization will be in effect from May 5, 2004, through May 4, 2007. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$220,600. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$176,480; FY 2004 State Restricted Comprehensive Transportation Funds - \$44,120.

Purpose/Business Case: To provide state matching funds for the authority's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of replacement buses and miscellaneous support equipment.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$176,480; FY 2004 State Restricted Comprehensive Transportation Funds - \$44,120.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project for replacement buses and support equipment.

Zip Code: 49023.

68. *MULTI-MODAL - Novation

Amendatory Contract (2003-0558/A1) between MDOT, Community Integrated Recreation, and Community Inclusive Recreation will provide for the reassignment of contract responsibilities for the administration of specialized public transportation services under the FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program from Community Integrated Recreation to the newly named Community Inclusive Recreation. The agency underwent a name change, and the novation of the contract will allow for the responsibilities for the vehicle purchased under this contract to be transferred properly to the newly-named agency. The contract amount remains unchanged at \$40,800. The contract term remains unchanged, August 19, 2003, through August 18, 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$32,640; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,160.

Purpose/Business Case: Will provide for the novation of the contract that provides state matching funds for the purchase of one van.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$32,640; FY 2002 State Restricted Comprehensive Transportation Funds - \$8,160.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not amending this contract is that the responsibilities for the van will not be carried over properly to the newly-named agency.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 49016.

69. MULTI-MODAL - Time Extension

Amendatory Contract (2004-0032/A2) between MDOT and the Ann Arbor Transportation Authority (AATA) will extend the contract term by nine months to allow the AATA sufficient time to purchase and install computer equipment and software to implement a state of the art, real-time web-based rideshare matching system. This contract was recently amended to reflect the increase in funds; however, the procurement process, including the federal requirements and the subsequent delivery and installation, cannot be completed by the current expiration date. The original contract provides state matching funds for AATA's FY 2004 Rideshare program. The revised contract term will be December 1, 2003, through June 30, 2005. The total contract amount remains unchanged at \$142,800. Source of Funds: Federal Highway Administration (FHWA) Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Purpose/Business Case: To provide for a nine-month time extension to allow the AATA sufficient time to purchase and install computer equipment and software to implement a state of the art, real-time web based rideshare matching system.

Benefit: Reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FHWA Congestion Mitigation Air Quality Funds - \$100,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$42,800.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving the amendment is that AATA will not have enough time to complete the project and will be unable to provide web based rideshare matching services to the commuting public.

Cost Reduction: Grant amount is determined by MDOT based on cost estimates and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48104.

70.-71. MULTI-MODAL - Rideshare

The following **retroactive** contracts between MDOT and the following agencies will provide federal funds for the continuation of local rideshare programs for FY 2004 and FY 2005 under the FY 2004 Federal Congestion Mitigation and Air Quality Improvement Program. The following agencies will recruit people to use carpools and vanpools as an alternative transportation mode to the single-occupant vehicle work commute trips. This reduces energy consumption, traffic congestion, air pollution, and parking problems while making our roadways safer by reducing the number of vehicles using them. The contracts will be in effect from July 1, 2004, through June 30, 2005. The total program amount will be \$410,500. Source of Funds: Federal Highway Administration Funds - \$410,500.

	<u>Contract #</u>	<u>Agency</u>	<u>Amount</u>
70.	2004-0278	Southeast Michigan Council of Governments	\$ 316,000
71.	2004-0332	Suburban Mobility Authority for Regional Transportation (Pass through to the Southeast Michigan Council of Governments)	94,500

These contracts are retroactive due to discrepancies between the agencies' budgets and the Congestion Mitigation and Air Quality Improvement program of projects. The discrepancies had to be resolved prior to proceeding with these contracts. The beginning term of the contracts will match each agency's fiscal year budget term.

Purpose/Business Case: To provide for the continuation of rideshare recruitment and matching services.

Benefit: Will provide for reduced traffic congestion, wear and tear on the transportation infrastructure, energy consumption, and vehicle emissions, while making our roadways safer by reducing the number of vehicles using them.

Funding Source: FY 2004 Federal Highway Administration Funds - \$410,000.

Commitment Level: Contracts based on cost estimates.

Risk Assessment: The risks of not continuing the projects are the loss of federal funds, the inability to provide car/vanpool matching services to the commuting public, and the elimination of public outreach efforts that encourage the formation of new car/vanpools.

Cost Reduction: The agencies will accomplish program objectives using internal support staff for the design and production of all program materials.

New Project Identification: These are not new projects, but funding for continuation of existing services from July 1, 2004, through June 30, 2005.

Zip Code: 48226.

72. *MULTI-MODAL - Motor Carrier Safety Assistance Program

Retroactive Letter of Agreement (2004-0341) between MDOT and the Michigan Department of State Police (MDSP) will provide MDOT (as a sub-grantee of MDSP) United States Department of Transportation (USDOT) Motor Carrier Safety Assistance Program (MCSAP) funds. These funds will be used to perform intercity bus inspections that meet federal standards and other federally-approved activities, thereby increasing the safety of and service to Michigan intercity bus travelers. The random inspection efforts under MCSAP will be over and above our present inspection efforts. This agreement will be in effect from October 1, 2003, through September 30, 2004. This Letter of Agreement is being processed retroactively as the Letter of Agreement was just recently received from MDSP. The total project cost is \$143,936.43. Source of Funds: USDOT/Federal Motor Carrier Safety Administration Funds - \$115,149.14; FY 2004 State Restricted Comprehensive Transportation Funds - 28,787.29.

Purpose/Business Case: To provide funds for the performance of intercity bus inspections and management safety audits that meet federal standards and for other federally-approved activities, thereby increasing the safety of and service to Michigan intercity bus travelers.

Benefit: Will increase public safety through intercity bus inspection efforts.

Funding Source: USDOT/Federal Motor Carrier Safety Administration Funds - \$115,149.14; FY 2004 State Restricted Comprehensive Transportation Funds - \$28,787.29.

Commitment Level: Agreement is based on cost estimates.

Risk Assessment: The risk of not awarding this agreement is that the Michigan traveling public could be adversely at risk, unknowingly using a bus carrier that was unsafe. Also, federal funds would be lost, and the state could be exposed to liability for not performing its statutory safety responsibility under PA 432.

Cost Reduction: Reduced cost to MDOT and state through use of 80% federal funds match.

New Project Identification: Not a new project.

Zip Code: 48909.

73. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2001-0623/A1) between MDOT and the Capital Region Airport Authority will extend the contract term by one year in order to allow sufficient time for the second and third phases of the work to be completed. This includes the conversion of the Amelia Earhart room to a hold room, the construction of the vestibule, and work located at Gate #2 at the Capital City Airport in Lansing, Michigan. The revised contract term will be August 14, 2001, through August 13, 2005. The total contract amount remains unchanged at \$160,000. Source of Funds: State Restricted Aeronautics Funds - \$80,000; Capital Region Airport Authority Funds - \$80,000.

Purpose/Business Case: Capital Improvement and Equipment projects seek to improve airport facilities for passenger operations to support air service and economic development. Current federal funding mechanisms (entitlement or discretionary) are unavailable for many types of facility enhancement projects and consequently are delayed or never initiated due to limited funds, pre-set priorities and program guidelines. The time extension is needed in order to allow sufficient time for the second and third phases of the work to be completed. This includes the conversion of the Amelia Earhart room to a hold room, the construction of the vestibule, and work located at Gate #2 at Capital City Airport in Lansing, Michigan. The projected completion date is October 31, 2004.

Benefit: The program allows Michigan airports another funding mechanism for projects currently not undertaken through existing federal and state improvement programs. Examples of eligible projects include interior terminal modifications, security equipment, flight information centers, covered walkways, ticket areas, and handicapped accessibility improvements.

Funding Source: State Restricted Aeronautics Funds - \$80,000; Capital Region Airport Authority Funds - \$80,000; Contract Total - \$160,000.

Commitment Level: Actual costs are reimbursed up to the maximum of the contract.

Risk Assessment: Time extension only.

Cost Reduction: There is no increase in funding.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48906.

74. *MULTI-MODAL (Aeronautics) - Change in Termination Clause

Amendatory Contract (2003-0504/A2) between MDOT and the Frankfort City/County Airport Authority will provide for a change in the relocation expense responsibility in the event of early termination of the contract. The original contract provides for the operation and maintenance of a weather observation and data dissemination system at Dow Memorial Airport, Frankfort, Michigan. The contract term remains unchanged, September 18, 2003, through September 17, 2023. The costs to operate and maintain the system remains unchanged at \$8,880 annually. Source of Funds: 50% State Restricted Aeronautics Funds and 50% Frankfort City/County Airport Authority Funds.

Purpose/Business Case: The purpose of the amendment is to establish MDOT and Frankfort City/County Airport Authority responsibilities for relocation expenses in the event of early termination of the contract.

Benefit: This change will benefit both parties in that it will prevent MDOT from removing the AWOS, which will be owned by the Frankfort City/County Airport Authority upon federal commissioning, and will allow for the reimbursement of MDOT by the Frankfort City/County Airport Authority for the relocation expenses of the weather briefing system and data collection components in the event of early termination of the contract.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Frankfort City/County Airport Authority Funds.

Commitment Level: There is no increase in funding for either party.

Risk Assessment: If the amendment is not awarded, MDOT could risk reimbursement of relocation expenses of the weather briefing and data collection components in the event of early termination of the contract.

Cost Reduction: There are no cost reductions or increases associated with this amendatory contract.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49635.

75. *MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term

Amendatory Contract (2003-0688/A1) between MDOT and the Wexford County Airport Authority (WCAA) will add the clearing of items north of the runway to the project, will increase the contract amount by \$30,000, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for tree clearing and grubbing at the Wexford County Airport in Cadillac, Michigan. The revised contract term will be October 7, 2003, through October 6, 2023. The revised total contract amount will be \$145,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
FAA Funds	\$103,500	\$27,000	\$130,500
State Restricted Aeronautics Funds	\$ 5,750	\$ 1,500	\$ 7,250
WCAA Funds	<u>\$ 5,750</u>	<u>\$ 1,500</u>	<u>\$ 7,250</u>
Total	<u>\$115,000</u>	<u>\$30,000</u>	<u>\$145,000</u>

Purpose/Business Case: The amendment will allow for a change in service in order to cover the cost of clearing additional trees and other items north of the runway. The time extension is needed in order to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The clearing of obstructions near the runway will enhance the safety of the airport users.

Funding Source: FAA Funds - \$130,500; State Restricted Aeronautics Funds - \$7,250; WCAA Funds - \$7,250; Contract Total - \$145,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49601.

76. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0271) between MDOT and the Jackson County Board of Commissioners will provide state grant funds for airport pavement marking at the Jackson County-Reynolds Field in Jackson, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,000; Jackson County Funds - \$1,000; Contract Total - \$2,000.
- Purpose/Business Case:** The project includes the routine marking of pavements for airports.
Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$1,000; Jackson County Funds - \$1,000; Contract Total - \$2,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 49202.
77. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0272) between MDOT and the Kalamazoo County Board of Commissioners will provide state grant funds for airport pavement marking at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$7,000; Kalamazoo County Funds - \$7,000; Contract Total - \$14,000.
- Purpose/Business Case:** The project includes the routine marking of pavements for airports.
Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$7,000; Kalamazoo County Funds - \$7,000; Contract Total - \$14,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 49002.
78. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0273) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide state grant funds for airport pavement marking at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000; Contract Total - \$10,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49686.

79. ***MULTI-MODAL (Aeronautics) - Installation of Fencing**

Contract (2004-0353) between MDOT, the City of Gladwin, and the Gladwin County Board of Commissioners will provide federal and state grant funds for the installation of fencing at the Gladwin Zettel Memorial Airport in Gladwin, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$138,308; State Restricted Aeronautics Funds - \$7,683; City of Gladwin and Gladwin County Funds - \$14,559; Contract Total - \$160,550.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the installation of fencing at the Gladwin Zettel Memorial Airport.

Benefit: The Gladwin Zettel Memorial Airport is adjacent to a park with baseball fields. Currently, there is no fence to define the two properties. There is a problem with people accessing the airport property and using it for non-aviation purposes. This fencing project will provide security for the airport and will keep people off airport property who should not be on it. It will make it safer for both the airport and the general public.

Funding Source: FY 2004 FAA Funds (via block grant) - \$138,308; State Restricted Aeronautics Funds - \$7,683; City of Gladwin and Gladwin County Funds - \$14,559; Contract Total - \$160,550.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The project was bid locally and reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This project includes the replacement of existing fence as well as new work. The percent of new work is 75 percent.

Zip Code: 48624.

80. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0367) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide state grant funds for airport crack sealing at the Cherry Capital Airport in Traverse City, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000; Contract Total - \$10,000.
- Purpose/Business Case:** The project includes the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$5,000; NRAC Funds - \$5,000; Contract Total - \$10,000.
Commitment Level: The contract has a fixed cost for the construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 49686.
81. MULTI-MODAL (Aeronautics) - Airport Crack Sealing
Contract (2004-0369) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide state grant funds for airport crack sealing at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$10,000; EDCCC Funds - \$10,000; Contract Total - \$20,000.
- Purpose/Business Case:** The project includes the routine sealing of cracks in airport pavements.
Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.
Funding Source: State Restricted Aeronautics Funds - \$10,000; EDCCC Funds - \$10,000; Contract Total - \$20,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 49788.
82. MULTI-MODAL (Aeronautics) - Security Enhancements
Contract (2004-0371) between MDOT and the Capital Region Airport Authority will provide federal and state grant funds for security enhancements at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$1,959,815; State Restricted Aeronautics Funds - \$108,879; Capital Region Airport Authority Funds - \$108,878; Contract Total - \$2,177,572.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project is for security enhancements at the airport.

Benefit: Since 9/11, airport security has changed tremendously, and the Capital City Airport is updating and modifying its security efforts in order to meet current FAA requirements.

Funding Source: FY 2004 FAA Funds - \$1,959,815; State Restricted Aeronautics Funds - \$108,879; Capital Region Airport Authority Funds - \$108,878; Contract Total - \$2,177,572.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: All contracts are procured through federal procurement guidelines and either awarded to the lowest bidder or negotiated for cost savings.

New Project Identification: This security project is for new equipment.

Zip Code: 48906.

83. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2004-0372) between MDOT and the Capital Region Airport Authority will provide federal and state grant funds for the performance of an environmental assessment for the extension of runway 28L, including preliminary engineering, at the Capital City Airport in Lansing, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$412,004; State Restricted Aeronautics Funds - \$22,889; Capital Region Airport Authority Funds - \$22,889; Contract Total - \$457,782.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: To provide for environmental assessment and preliminary engineering in order to study the effects of the project on the environment and to establish the project limits.

Benefit: The decision whether or not to proceed with the runway extension project depends on how it will effect the surrounding environment. The assessment will provide the basis for this decision.

Funding Source: FY 2004 FAA Funds - \$412,004; State Restricted Aeronautics Funds - \$22,889; Capital Region Airport Authority Funds - \$22,889; Contract Total - \$457,782.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal and state participation. A delay in the project could prompt a citation by the federal compliance inspector and jeopardize future grants.

Cost Reduction: All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. The local sponsor is responsible for all ineligible costs.

New Project Identification: This is an assessment of an existing facility.

Zip Code: 48906.

84. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0373) between MDOT and the Iron County Board of Commissioners will provide state grant funds for airport crack sealing at the Stambaugh Airport in Iron River, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; Iron County Funds - \$5,000; Contract Total - \$10,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$5,000; Iron County Funds - \$5,000; Contract Total - \$10,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49935.

85. MULTI-MODAL (Aeronautics) - Airport Crack Sealing

Contract (2004-0374) between MDOT and Dalton Airport Association, Inc., will provide state grant funds for airport crack sealing at the Dalton Airport in Flushing, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$3,500; Dalton Airport Association Funds - \$3,500; Contract Total - \$7,000.

Purpose/Business Case: The project includes the routine sealing of cracks in airport pavements.

Benefit: Cracks routinely occur in pavement. Periodic sealing of these cracks extends the life of a pavement. A program is in existence that encourages and helps airports to seal the cracks in their pavements. This maintenance will reduce future repairs and rehabilitation costs.

Funding Source: State Restricted Aeronautics Funds - \$3,500; Dalton Airport Association, Inc., Funds - \$3,500; Contract Total - \$7,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48433.

86. MULTI-MODAL (Aeronautics) - Hangar Area Site Development

Contract (2004-0375) between MDOT and the City of Grand Ledge will provide federal and state grant funds for the construction of the development of a hangar site area at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$348,222; State Restricted Aeronautics Funds - \$19,345; City of Grand Ledge Funds - \$19,345; Contract Total - \$386,912.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of the development of a hangar site area at the Abrams Municipal Airport.

Benefit: The new hangar site development will benefit the airport by allowing for more based aircraft once hangars are constructed.

Funding Source: FY 2004 FAA Funds (via block grant) - \$348,222; State Restricted Aeronautics Funds - \$19,345; City of Grand Ledge Funds - \$19,345; Contract Total - \$386,912.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is a new project.

Zip Code: 48837.

87. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2004-0376) between MDOT and the City of Niles will provide federal and state grant funds for the design and construction of a storage building for snow removal equipment (SRE) and of taxistreets at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$314,280; State Restricted Aeronautics Funds - \$17,460; City of Niles Funds - \$17,460; Contract Total - \$349,200.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the design and construction of an SRE building and taxistreets at the Jerry Tyler Memorial Airport.

Benefit: The SRE building will provide storage for the airport's snow removal equipment. The taxistreets will benefit airport users by providing a safer and smoother surface.

Funding Source: FY 2004 FAA Funds (via block grant) - \$314,280; State Restricted Aeronautics Funds - \$17,460; City of Niles Funds - \$17,460; Contract Total - \$349,200.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder. The consultant contract for the design was reviewed by MDOT personnel for appropriateness and further cost reductions.

New Project Identification: This is new work.

Zip Code: 49120.

88. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2004-0380) between MDOT and Romeo Airport Management, LLC, will provide federal and state grant funds for the design of an entrance road, drainage revisions, and administration building concepts at the Romeo State Airport in Romeo, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2002 FAA Funds (via block grant) - \$40,725; State Restricted Aeronautics Funds - \$2,262; Romeo Airport Management, LLC, Funds - \$2,263; Contract Total - \$45,250.

Purpose/Business Case: The project includes the design of an entrance road, drainage revisions, and administration building concepts at the Romeo State Airport.

Benefit: The benefit is to provide a design that will meet all federal and state safety and airport design standards. The project will provide the airport with an area to eventually add more hangars by following the airport layout plan and, in due course, replace a dilapidated terminal building. The drainage revisions are required because of the modified master drainage plan.

Funding Source: FY 2002 FAA Funds (via block grant) - \$40,725; State Restricted Aeronautics Funds - \$2,262; Romeo Airport Management, LLC, Funds - \$2,263; Contract Total - \$45,250.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This work is for an existing facility.

Zip Code: 48083.

89. MULTI-MODAL (Aeronautics) - Design Engineering and Purchase of Equipment

Contract (2004-0381) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide federal and state grant funds for the purchase of snow removal equipment (SRE), including a sweeper, loader, and blower; the preparation of a master plan update; and the design of an animal control fence and a building for the storage of snow removal equipment and aircraft rescue fire fighting (ARFF) equipment at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$1,674,000; State Restricted Aeronautics Funds - \$93,000; NRAC Funds - \$93,000; Contract Total - \$1,860,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the purchase of snow removal equipment (SRE), including a sweeper, loader, and blower; the preparation of a master plan update; and the design of an animal control fence and a building for the storage of snow removal equipment and aircraft rescue fire fighting (ARFF) equipment.

Benefit: The SRE will allow the airport to remove snow efficiently and to remain open regardless of the season. The master plan will update the airport to meet current FAA standards and requirements. The design engineering for the fencing and SRE and ARFF buildings will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FY 2004 FAA Funds - \$1,674,000; State Restricted Aeronautics Funds - \$93,000; NRAC Funds - \$93,000; Contract Total - \$1,860,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without federal and state assistance. A delay of the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants.

Cost Reduction: The equipment purchase will be procured through federal procurement guidelines and awarded to the lowest bidder. All consultant contracts will be reviewed by MDOT personnel for cost reductions and appropriateness.

New Project Identification: The SRE will replace old worn-out equipment. The master plan will update an existing document. The design work is for an existing facility.

Zip Code: 49686.

90. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0385) between MDOT and the Alpena County Board of Commissioners will provide state grant funds for airport pavement marking at the Alpena County Regional Airport in Alpena, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$13,000; Alpena County Funds - \$13,000; Contract Total - \$26,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports to paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$13,000; Alpena County Funds - \$13,000; Contract Total - \$26,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49707.

91. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0386) between MDOT and Dalton Airport Association, Inc., will provide state grant funds for airport pavement marking at the Dalton Airport in Flushing, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,500; Dalton Airport Association, Inc., Funds - \$1,500; Contract Total - \$3,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports to paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,500; Dalton Airport Association, Inc., Funds - \$1,500; Contract Total - \$3,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48433.

92. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0387) between MDOT and the City of Mt. Pleasant will provide state grant funds for airport pavement marking at the Mt. Pleasant Municipal Airport in Mt. Pleasant, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$7,500; City of Mt. Pleasant Funds - \$7,500; Contract Total - \$15,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$7,500; City of Mt. Pleasant Funds - \$7,500; Contract Total - \$15,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48858.

93. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0388) between MDOT and the City of Niles will provide state grant funds for airport pavement marking at the Jerry Tyler Memorial Airport in Niles, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$2,000; City of Niles Funds - \$2,000; Contract Total - \$4,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$2,000; City of Niles Funds - \$2,000; Contract Total - \$4,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49120.

94. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0389) between MDOT and the Emmet County Board of Commissioners will provide state grant funds for airport pavement marking at the Pellston Regional Airport in Pellston, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$13,500; Emmet County Funds - \$13,500; Contract Total - \$27,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$13,500; Emmet County Funds - \$13,500; Contract Total - \$27,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49769.

95. MULTI-MODAL (Aeronautics) - Airport Pavement Marking

Contract (2004-0390) between MDOT and Macomb Airway Incorporated will provide state grant funds for airport pavement marking at the Ray Community Airport in Ray, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,400; Macomb Airway Incorporated Funds - \$1,400; Contract Total - \$2,800.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$1,400; Macomb Airway Incorporated Funds - \$1,400; Contract Total - \$2,800.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 48096.

96. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0391) between MDOT and the MBS International Airport Commission will provide state grant funds for airport pavement marking at the MBS International Airport in Saginaw, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000; Contract Total - \$10,000.
- Purpose/Business Case:** The project includes the routine marking of pavements for airports.
Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$5,000; MBS International Airport Commission Funds - \$5,000; Contract Total - \$10,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 48602.
97. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0392) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide state grant funds for airport pavement marking at the Chippewa County International Airport in Sault Ste. Marie, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$1,000; EDCCC Funds - \$1,000; Contract Total - \$2,000.
- Purpose/Business Case:** The project includes the routine marking of pavements for airports.
Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.
Funding Source: State Restricted Aeronautics Funds - \$1,000; EDCCC Funds - \$1,000; Contract Total - \$2,000.
Commitment Level: The contract has a fixed cost for construction.
Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.
Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.
New Project Identification: This is routine maintenance.
Zip Code: 49788.
98. MULTI-MODAL (Aeronautics) - Airport Pavement Marking
Contract (2004-0393) between MDOT and the City of Three Rivers will provide state grant funds for airport pavement marking at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$15,000; City of Three Rivers Funds - \$15,000; Contract Total - \$30,000.

Purpose/Business Case: The project includes the routine marking of pavements for airports.

Benefit: The Federal Aviation Administration requires that airport pavements be marked by paint. This marking indicates the centers and edges of runways, taxiways, and aprons, as well as indicating where to stop and which runway the aircraft is approaching. Routine marking of the pavements is necessary for the markings to be clear. A program is in existence that encourages and helps airports paint the marking for their pavements.

Funding Source: State Restricted Aeronautics Funds - \$15,000; City of Three Rivers Funds - \$15,000; Contract Total - \$30,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without state participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is routine maintenance.

Zip Code: 49093.

99. *TRANSPORTATION PLANNING - Adjust Line Item Amounts

Amendatory Contract (2001-0354/A2) between MDOT and Michigan State University (MSU) will provide for an adjustment of project amounts between line items. The original contract provides for the assessment of the effects of residual road salt on macroinvertebrates in marshes, wetlands, and other standing water habitats. The contract term remains unchanged, March 16, 2001, through March 31, 2005. The total contract amount remains unchanged at \$199,985. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to adjust the balance of the budget line item amounts with the portion of funds unused for the first year of this project. This is the final year of a multi-year project and the agreement was not awarded until late into the first fiscal year, leaving a balance of \$31,731.36. The reallocation of budget line items is needed to complete the project. Research priorities and objectives changed and based on what was accomplished, the reallocated funds are needed so the undergraduate students can pick samples. This task is needed to complete the study. The purpose of this research project is to evaluate the affect of de-icing salt on small open water systems.

Benefit: To provide scientifically based information on the effects of de-icing salt on small open water systems and to predict types of systems that may be adversely affected. This will aid in the planning efforts to afford environmental protection where necessary.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is a cost plus indirect expenses contract.

Risk Assessment: The project is in the final year of the contract and the risk is MSU may not be able to complete this research project.

Cost Reduction: No cost reduction.

New Project Identification: This is not a new project.

Zip Code: 48824.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

100. M-53 at Fire Station South of Ebling, Bruce Township, Macomb County
50012-09-027

	<u>Estimated Installation Cost</u>
Bruce Township Funds	\$ 1,108
State Restricted Trunkline Funds	\$ 2,219
FHWA Funds	<u>\$27,724</u>
Total	<u>\$31,051</u>

Purpose/Business Case: Act 51, Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Installation of new electronic devices.

Zip Code: 48065.

101. US-31 (Bridge) at Clinton, Charlevoix, Charlevoix County
15012-01-001

	<u>Estimated Modernization Cost</u>
City of Charlevoix Funds	\$ 1,385
State Restricted Trunkline Funds	\$ 1,385
FHWA Funds	<u>\$27,703</u>
Total	<u>\$30,473</u>

102. M-15 (State) at Cypress, Davison, Genesee County
25091-01-008

	<u>Estimated Modernization Cost</u>
City of Davison Funds	\$ 1,212
State Restricted Trunkline Funds	\$ 1,213
FHWA Funds	<u>\$24,248</u>
Total	<u>\$26,673</u>

103. M-43 (Gull) at G Avenue, Richland Township, Kalamazoo County
39082-01-017

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$44,016</u>
Total	<u>\$44,016</u>

104. M-59 (Highland) at Porter Road Fire Station, White Lake Township, Oakland County
63041-01-008

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$55,099</u>
Total	<u>\$55,099</u>

105. US-24 (Dixie) at Scott Lake Road, Waterford, Oakland County
63053-01-002

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$52,390</u>
Total	<u>\$52,390</u>

106. I-275 SB Off Ramp at Eureka Road, Romulus, Wayne County
82291-01-004

	<u>Estimated Modernization Cost</u>
Wayne County Funds	\$ 2,575
State Restricted Trunkline Funds	\$ 1,269
FHWA Funds	<u>\$19,218</u>
Total	<u>\$23,062</u>

Purpose/Business Case: Act 51, Public Acts of 1951 authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

New Project Identification: Modernization of existing electronic devices.

Zip Code: 49720, 48423, 49083, 48383, 48328, 48174 (in order of projects listed above).

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

Zip Code: 48434.

- Ordinance of construction of a riverwalk pathway along the Clinton River under M-59 in the township of Waterford, Oakland County.

BIDDER	AS-READ	AS-CHECKED
C.A. Hull Co., Inc.		
J. Slagter & Son Construction Co.		
Midwest Bridge Company		
J. J. Barney Construction, Inc.	\$ 164,518.65	Same 3
Angelo Iafrate Construction Compan		
Dan's Excavating, Inc.	\$ 163,432.00	Same 2
Hardman Construction, Inc.		
Posen Construction, Inc.	\$ 189,436.85	Same 4
Waterfront Construction, Inc.		
ABC Paving Company		
Anlaan Corporation	\$ 162,080.00	Same 1 **
L.J. Construction, Inc.		
Nance Construction, LLC		

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Zip Code: 48329.

- 0.625 mi of grading and drainage, widening to three lanes, hot mix asphalt pavement construction, concrete curb and gutter, and bridge replacement of B01 on M-42 from US-131BR easterly to US-131 interchange in the city of Manton, in Cedar Creek Township, Wexford County.

6 Bidders

Risk Assessment: The relationships with the communities and agencies involved with the new US-131 freeway may be compromised. They are anticipating this improved connection to the new freeway in hopes that tourism traffic will not by-pass Manton.

Cost Reduction: With the construction of this new facility, initial maintenance costs will be greatly reduced on this route. Our customers will benefit from reduced user delay and accident related costs.

New Project Identification: New Construction.

Zip Code: 49663.

4. LETTING OF JULY 09, 2004
 PROPOSAL 0407011 \$ ENG. EST. 913,362.96 \$ LOW BID 888,267.75
 PROJECT BHN 41131-79064
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 27, 2004 -2.75 %

Expansion joint replacement on US-131, R03 under Franklin Street and R05 under Wealthy Street in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 937,338.80	Same	5
L. W. Lamb, Inc.	\$ 892,632.08	Same	2
J. Slagter & Son Construction Co.	\$ 888,267.75	Same	1 **
Midwest Bridge Company	\$ 907,335.05	Same	4
Hardman Construction, Inc.			
Walter Toebe Construction Co.	\$ 1,004,293.53	Same	6
Anlaan Corporation	\$ 893,287.60	Same	3
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.	\$ 1,361,831.51	Same	7

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79064A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49507.

6. LETTING OF JULY 09, 2004
 PROPOSAL 0407079
 PROJECT BHN 39013-79340
 LOCAL AGRMT.
 START DATE - AUGUST 01, 2004
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST.	LOW BID
\$ 210,991.57	\$ 191,263.50
% OVER/UNDER EST.	-9.35 %

Concrete surface coating, resealing bridge construction joints, substructure horizontal surface sealing, high load hit beam repairs, epoxy overlay and permanent pavement markings on Centre Avenue and Milham Road over US-131 and on 9th Street over I-94, in the city of Portage, in the township of Texas, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 201,466.53	Same	4
J. Slagter & Son Construction Co.	\$ 197,256.84	Same	3
Midwest Bridge Company	\$ 191,263.50	Same	1 **
Walter Toebe Construction Co.			
Anlaan Corporation	\$ 196,636.05	Same	2
Prince Bridge & Marine, LTD			

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79340A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49024.

START DATE - AUGUST 09, 2004
COMPLETION DATE - OCTOBER 08, 2004

Intersection improvements, widening,
on State Street at BL T196 intersection

Intersection improvements, widening, traffic signal timing on State Street at Bl. I-196 intersection, in the city of Zeeland, Ottawa County.

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

73983A

Zip Code: 49464.

8. LETTING OF JULY 09, 2004
 PROPOSAL 0407043
 PROJECT STE 25062-54924, ETC
 LOCAL AGRMT. 04-5266
 START DATE - JULY 07, 2004
 COMPLETION DATE - DECEMBER 17, 2004

ENG. EST.
 \$ 1,402,247.00
 LOW BID
\$ 1,281,529.62
 % OVER/UNDER EST.
 -8.61 %

1.4 mi non-motorized, multi-use path with bridges from
 Carpenter Street to Main Street, in the city of Flushing,
 Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,709,111.52	Same	6
E. C. Korneffel Co.	\$ 1,568,356.50	Same	4
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 1,281,529.62	Same	1 **
Midwest Bridge Company			
Fisher Contracting Company			
Angelo Iafrate Construction Compan			
Dan's Excavating, Inc.			
Hardman Construction, Inc.			
Gerace Construction Company, Inc.			
Posen Construction, Inc.	\$ 1,663,259.52	Same	5
Walter Toebe Construction Co.	\$ 1,457,982.33	Same	3
Davis Construction, Inc.			
Anlaan Corporation	\$ 1,297,752.33	Same	2
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

54924A	
Federal Highway Administration Funds	69.66 %
City of Flushing	30.34 %
79369A	
Federal Highway Administration Funds	80.00 %
City of Flushing	20.00 %

Zip Code: 48433.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director